

Housing and Land Use

Land Use

Many of the murals in the Junction depict the neighborhood of the past, with horse drawn wagons or trolleys. The image is that of a small cohesive community. To many residents of the Junction, much of that image remains and is one of the primary reasons for choosing the Junction as their home. While we all recognize that change is inevitable, FOJ believes that change can occur in a positive manner that enhances, rather than detracts from, the feeling and comfort of being in a community of small town scale.

With this in mind the Housing and Land Use Committee examined the existing zoning within the Junction to determine whether or not development under current codes would result in the desired small-town character. Most of the business district is zoned Neighborhood Commercial (NC2 or NC3). This zoning designation is consistent in that they are intended for pedestrian oriented shopping areas that provide convenience and specialty goods for the surrounding neighborhood. The zone calls for continuous storefronts built to the front property line with commercial use, where shoppers can walk from store to store. These allowances and requirements seem consistent with the "small town" feeling that currently exists on California Avenue SW in the heart of the Junction. However, most of the buildings in the Junction are single story structures. The current height permitted in the commercial core area is 85 feet. As one leaves the core area to the north and south, the height allowed for multi-family residential structures is 65 feet, which is incompatible with the single family uses immediately adjacent.

GOAL: Maintain the attractive small-town atmosphere of the Junction,

Recommendation: Restrict Building frontages along California Avenue to a height compatible with small-town scale,

Recommendation: Establish a community-based design review process that provides for community input at the earliest stages of the design of new development,

Recommendation: Develop design guidelines for the commercial core to enhance pedestrian orientation and enhance architectural variety. Design guidelines would include modulation, canopies, signage, lighting and other design elements consistent with the Junction's historic architectural style (e.g. Campbell Building, Menashe and Sons clock) and consistent with the community's desire for a small town atmosphere,

In order to create a true pedestrian-oriented "village", development must be compact and convenient. Currently, commercial development along California Avenue SW to the north and south, and along the arterials to the east is scattered. This pattern of development discourages multi-stop shopping trips on foot and encourages use of automobiles,

What are Design Guidelines?

With establishment of the Design Review Program, Seattle has adopted a set of Citywide Design Guidelines. These guidelines describe ways that new multifamily and commercial buildings can be compatible with the environment around them. In contrast to the City's Land Use Code, which contains very specific regulations, the guidelines provide examples that illustrate how projects can better fit their surroundings.

The goals of the City's Design Review Program are:

- . To encourage better design and site planning to help ensure that new development enhances the character of the city and sensitively fits into neighborhoods, while allowing for diversity and creativity,
- . To provide flexibility in the application of development standards to better meet the intent of the Land Use Code as established by City policy, to meet neighborhood objectives, and to provide for effective mitigation of a proposed project's impact and influence on a neighborhood,
- . To improve communication and mutual understanding among developed neighborhoods and the City early and throughout the development review process,

The Citywide Design Guidelines are organized into five major topics: (1) site planning; (2) height, bulk and scale (3) architectural elements and materials; (4) pedestrian environment and (5) landscaping.

Through departures from development standards in the Code, design review will allow the Code to be applied more flexibly. Development standard departures may be permitted for the following through design review

- | | |
|--|--|
| . Structure width and depth | . Lot coverage |
| . Setback requirements | . Screening and landscaping requirements |
| . Modulation | . Standards for the location and design of nonresidential uses in mixed use buildings. |
| . Design, location and access to parking | |
| . Open space requirements | |

Other development standards, such as height, density, and parking requirements, may be added to this list through neighborhood-specific design guidelines. Neighborhood Design Guidelines may address specific development standards to reflect the existing neighborhood pattern.

Neighborhood Design Guidelines

The design review program provides the opportunity for neighborhoods to develop design guidelines that are specific to individual neighborhoods. Once adopted by the City Council, Neighborhood Design Guidelines will supersede the Citywide Guidelines and become the basis for project review within that neighborhood.

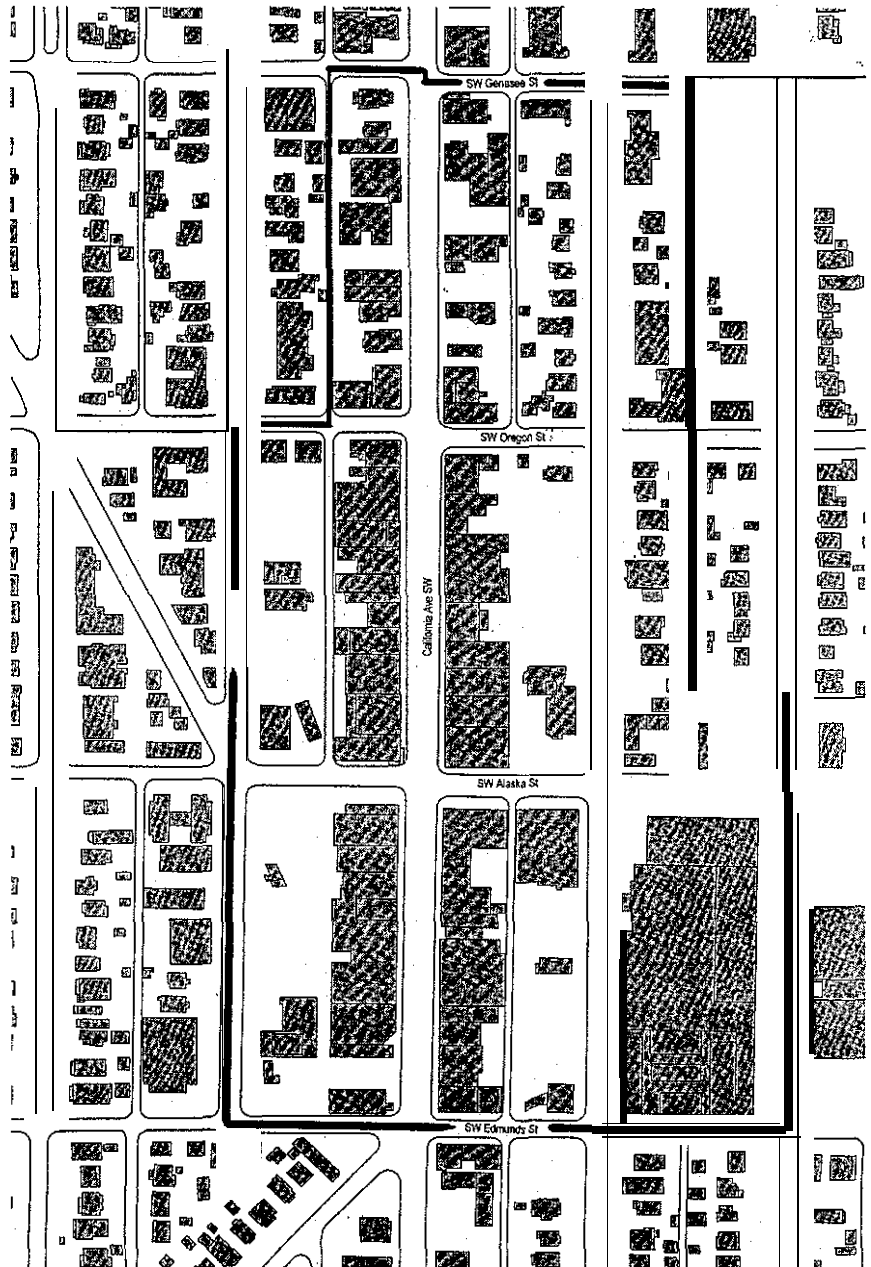
Design review is a tool that allows increased flexibility in the application of zoning regulations. It provides an opportunity for early discussion of a proposed Project's design between the neighborhood and the applicant before a permit application is even submitted. Because of the increased dialogue and flexibility, new development will more likely fit the character of its surroundings than would be possible if zoning regulations were strictly applied.

Small Town Character

Goal: Encourage new development within a well-planned and cohesive town core within the Hub Urban Village. (The Village "core" is defined as the area bounded by 44th Avenue SW, SW Genesee, 41st Avenue SW and SW Edmunds.).

Recommendation: Balance the goal of developing a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.

Recommendation: Consider tax relief and other incentives as a means to encourage development within the defined Village core.

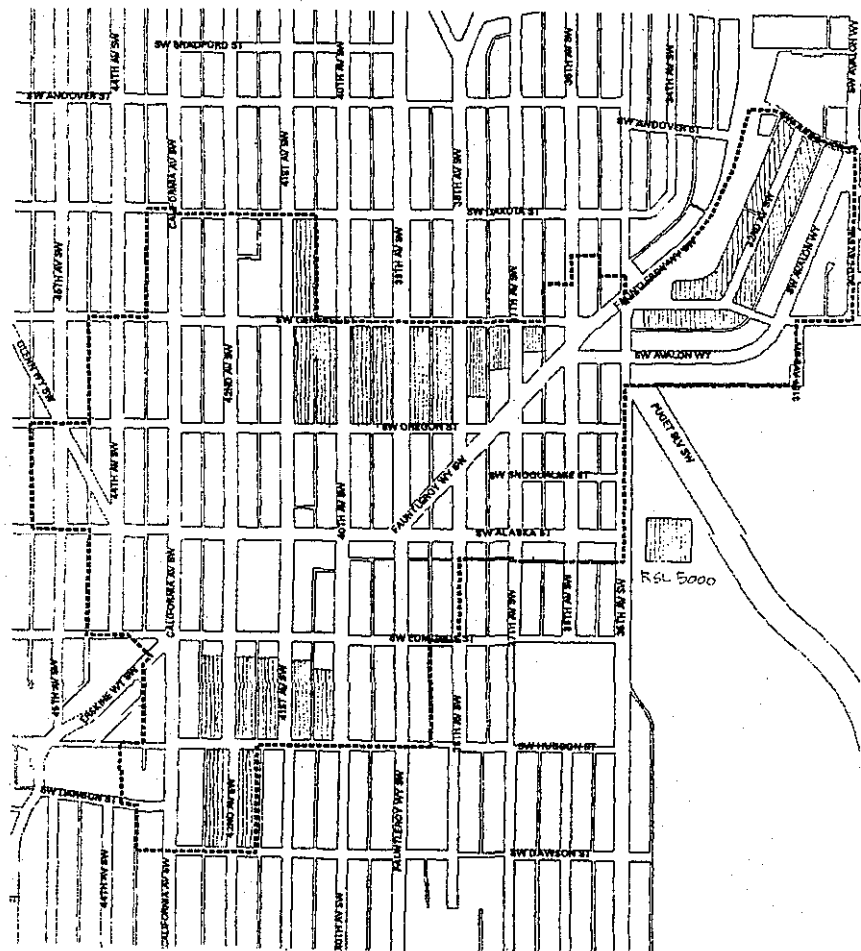


Single Family Zones

Maintaining the single family character of West Seattle's neighborhoods has been a "battle cry" during the neighborhood planning process. Most of the single-family zoning in the Junction planning area lies outside the Urban Village Boundary and would not be effected by the Neighborhood Plan. There are three pockets of single family zoning within the village boundaries: between SW Edmunds Street and SW Dawson Street along 40th, 41st, and 42nd Avenues SW; between SW Dakota Street and SW Oregon Street generally from 37th and 41st Avenues SW and along 32nd Avenue SW,

Goal: Protect the character and integrity of the existing Single Family Areas.

Recommendation: Protect the character and integrity of the existing Single Family areas,



Housing

The Comprehensive Plan anticipates that the Junction village will grow by 1,100 households by 2014, How do we accommodate this growth? The capacity of our single family zoned areas, undercurrent zoning, is essentially saturated and could only accommodate approximately three additional units, An alternative zoning for single family areas is Residential Small Lot Zoning (RSL). RSL zoning allows tandem and cottage housing. Tandem housing allows two homes on one lot, one in the front part of the lot and one in the rear yard. The minimum lot size on which tandem would be permitted is 5,000 square feet, Cottage housing allows from 4 to 12 cottages to be built on a single lot, The minimum lot size is 6,400 square feet and the allowable density is 1,600 square feet per cottage. The single family zoned areas in the Junction village were examined to determine how much capacity existed with RSL zoning,

Single Family Area Between SW Dakota and SW Oregon Capacity in dwelling units			
Zoning Options	Lots>5000 SF	Lots>6400SF	Lots<5000SF
SF 5000	80	2	20
Tandem	160	4	N/A
Cottage	N/A	10	N/A
Maximum capacity = 190 Current capacity = 102 Existing dwelling units. 101			

Single Family Area Between SW Edmunds and SW Dawson Capacity in dwelling units			
Zoning Options	Lot>5000SF	Lot>6400SF	Lot<5000SF
SF 5000	68	2	4
Tandem	136	4	N/A
Cottage	N/A	6	N/A
Maximum capacity = 148 Current capacity =74 Existing dwelling units. 72			

Single Family Area along 32 nd Avenue SW Capacity in dwelling units			
Zoning Options	Lots>5000 SF	Lots>6400SF	Lots<5000SF
SF 5000	9	4	59
Tandem	18	8	N/A
Cottage	N/A	16	N/A
Maximum capacity =93 Current capacity =72 Existing dwelling units. 72			

From this analysis it was determined that approximately 186 additional housing units could be accommodated by RSL zoning. This is only about 17% of the total capacity needed.

The concept of RSL zoning received mixed reviews during public outreach activities. Many people expressed concern that development of tandem and cottage housing would not be compatible with single family character. For this reason, and because RSL would not contribute substantially to the residential capacity of the village, it was determined that RSL zoning should not be recommended.

Residential capacity is in the Low Rise Multi-Family and Commercial zones within the Junction village.

Goal: Accommodate projected population increases in the Hub Urban Village without detriment to the existing single-family areas within the Village boundary.

Policy Higher density residential mixed-use development should be encouraged in the triangular area bounded by Fauntleroy Way, Alaska Way and 35th Avenue SW. The height limit should remain 65 feet in this area.

Recommendation: Do not approve rezones of areas zoned single-family as of April 1, 1998, for multi-family or commercial uses,

Goal: Encourage diversity of rent ranges and purchase prices for housing in the Hub Urban Village.

Recommendation: Existing and new programs and policies aimed at helping low- and fixed-income people, especially seniors, retain ownership of their homes should be supported and promoted.

Recommendation: The community should cooperate with lending institutions, the Washington State Housing Finance Commission, and other agencies to make available low-cost mortgage programs for low- and moderate-income home buyers, including first-time buyers,

